

Recognized Authority on
Connellsville Coke Trade.

The Weekly Courier

Circulates Wherever Coke
is Manufactured or Used.

VOL. 41, NO. 27.

CONNELLVILLE, PA., THURSDAY MORNING, JANUARY 10, 1918.

EIGHT PAGES.

CONNELLVILLE REGION'S COKE OUTPUT LOST 13.1% IN VOLUME, BUT GAINED 99.5% IN VALUE IN 1917

OUTPUT WAS 17,806,181 TONS; GROSS REVENUE \$111,288,631

A Wholly New High Record Established in the Market Value of the Product Notwithstanding The Tonnage Was Very Materially Decreased.

Although the Connellsville region's output of coke in 1917 was less by 13.1% than in the preceding year, its value was \$111,288,631, which is \$55,520,016, or 99.5% more than the value of 1916's output.

The year 1916 with an output of 21,544,000 tons exceeded all previous years except in total value. In 1913 the tonnage was somewhat less than in 1916 but a higher average per ton established the then unprecedented figure of \$55,520,016 as the value. This was approached closely in 1906 and 1907 and again in 1916, but 1917 has so far surpassed all of these records as to make it the most notable year in the region's history in point of gross revenue from its product. In 1913 when the gross value was the greatest to that date, or since until 1917, the average price was \$2.55. In 1916 it was \$2.55, but last year's war-time price sent it up to \$6.25.

The Connellsville coke region never operated for a continuous twelve month period so great a stress as during the year 1917. Confronted by a demand for its product which exceeded its supply and by the fact that its production was hampered by a period of such long duration, stimulated by prices for spot coke which rose to a dizzy height, harassed by a threatened labor shortage and disturbed by the fear that it would at any moment become a reality, held down to a partial and always inefficient operation of plants by a chronic condition of interrupted transportation service, and kept in doubt as to the character or stringency of governmental control over prices and the industry, the year was certainly prolific in developments and conditions of a new and unusual character.

Under all of these handicaps, the region made a record of which it may well be proud. It maintained its supremacy as the producer of the standard metallurgical fuel of the world, established its importance as a factor of prime necessity to the government in the great emergency in which our nation is confronted. It proved its loyalty and patriotism in every test to which it was subjected and furnished its full quota of again, drawn and skill to help in the great undertaking of winning the war.

Because of the many and unusual circumstances which arose during the year the region was not able to produce as much coke as it did in 1916, the banner year in the history of beehive coke manufacture. That it approached that record as closely as it did is, in the light of all that occurred to hinder efficient operation, little short of amazing. Except for the persistent determination and well directed and constantly sustained efforts of the operators to do the best they could in face of all obstacles, the record for the year would have reflected less of credit upon those who earnestly strove, not only to equal, but to surpass that of 1916.

The following tabulated statement gives a comprehensive view of the coke trade for the past year, during the whole period of its importance as an industry. It shows the number of ovens in commission at the close of each year, the annual output, the average price and the gross value of the output, as compiled and published annually by The Courier.

Year	Ovens	Shipped	Av. Price	Gross Revenue
1917	1,211	17,806,181	\$6.25	\$111,288,631
1916	1,211	21,544,000	\$2.55	\$55,520,016
1915	1,211	21,544,000	\$2.55	\$55,520,016
1914	1,211	21,544,000	\$2.55	\$55,520,016
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be said that any other term would accurately describe conditions, so completely did the transportation situation dominate oven activity. The year opened with a prolonged observance of the holiday season, coupled with short car supply, which fluctuated with comparatively small range from week to week, and progressively growing worse instead of better. Zero weather occurring in December and January the first week in February put a further crimp in the car situation followed by a slow recovery. When the strike of railroad men was threatened in March the operators were in a mood to welcome it as a possible means of clearing up some of the troubles by which they were beset.

Always anticipating that the unexpected might happen, and the situation change for the better, the operators kept their plants in good physical condition to meet an emergency comprehended by a 100% car supply and service, but it never came. Signs of approaching labor shortage caused

ONLY 57 PER CENT OF STEEL FURNACES ARE NOW IN BLAST

Due to the Lack of Sufficient
Transportation For
Coke Supplies.

MERCHANTS DO BETTER

By Handling About 75 Per Cent of
Their Stocks; Pig Iron Production
at Low Rate; Brokers Entirely Out
of Coke Market; A Waiting Game.

Special to The Weekly Courier.
PITTSBURGH, Jan. 9.—The Carnegie Steel company is operating 23 of its 53 blast furnaces and the National Tube company seven of its 11, making for the two companies an average of 57 per cent, in number, of their blast furnaces in operation, normal being all of 90 per cent. Other steel companies are in much the same position. The merchant furnaces make a somewhat better showing, with about a 75 per cent production on an average. On the whole the production of pig iron is at the lowest rate for the winter, if not for several years. The whole difficulty, as far as can be discerned, is lack of sufficient transportation for the coke.

The Fuel Administration intends to get the whole situation well in hand and has been proceeding vigorously to locate all the weak links in the chain. One of the steps was the "get together" meeting at Uniontown last Thursday, Warren S. Blauvelt, the national coke administrator, meeting nearly all the operators of the region, promising on the one hand that full transportation facilities will be provided and insuring on the other hand that there be maximum production of coke. Work is to proceed along various lines. One of the most troublesome matters is the desired elimination of cross hauls. Certain interests are standing on quality and objecting to making exchanges.

While coke operators are complaining vigorously about the lack of transportation facilities, it is recognized that weather conditions of the past few weeks have been particularly bad for railroad operation, while the demands for coal have been particularly heavy. It is all the fuel shortage due to the railroads. River shipments of coke have been practically shut off for some time, while at the present writing the Continental and Pennsylvania pipe mills of the National Tube company, located in the city of Pittsburgh, are down because they depend on river coal and several other plants in Pittsburgh similarly circumstanced are operating at reduced rates, the Monongahela river being frozen.

While there are probably some transactions in prompt furnace coke the deals seem to be entirely between interests friendly with each other, there being no business to speak of done in the open market. The brokers are entirely out, except for an occasional small takeover to accommodate friends. While there has been a recommendation from important sources that the Fuel Administration allow coke brokers to charge a margin or commission to buyers, as is the rule in coal, the matter has been held up thus far and sales are not permitted to be made by anyone above the set prices, which remain as follows:

Furnace, 24-hour delivery, \$17.00
Crushed, over 1-inch, \$17.25
The recent regulation of the Fuel Administration, that coke contracts must not be made except on the basis of the price being adjusted to any new price fixed at Washington, does not seem to be of much moment in the market at present, as there is no disposition of the part of either producers or consumers to make contracts, irrespective of terms.

The general feeling is one of waiting to see what will develop in the matter of transportation. Hopes are entertained that government operation of the railroads will help, while it is obvious that milder weather will bring some relief from the particularly poor conditions of the past few weeks.

Some details have been given out as to the by-product coking plant built at Clairton by the Carnegie Steel company. The plant will eventually contain 1,200 ovens, the first unit, 400 ovens, being expected to be completed by April 1. This unit is rated to require per year 4,100,000 net tons of coal, from which will be produced 2,740,000 tons of furnace coke, 245,000 tons of coke breeze, 33,000 tons of ammonia, 37,500 gallons of tar and 9,000,000 gallons of light oils. The surplus over gas, which will be used in the company's mills, is estimated at 65,000,000 cubic feet a day. The coal will be brought entirely by water from Monongahela river mines of the H. C. Frick Coke company, while the coke that is not used at the Clairton furnaces will be moved by the Carnegie Steel company's "own" industrial road, so that the entire operation will be independent of the railroads.

The coal market has been practically stagnant, the only transactions reported being made upon request of the Fuel Administration. Supplies for local domestic consumption are fair but many of the mills and other industrial plants are short.

The pig iron market has shown no movement, all the merchant furnaces being behind on contract delivered by reason of restricted production. The steel mills that are short of pig iron by reason of their own output being curtailed have given up inquiring in the market. Prices remain quotable at the set levels:

Bessemer, \$25.00
Basic, \$25.00
No. 3 country, \$25.00
Malleable, \$25.00
Grey, \$25.00
These prices are f. o. b. furnaces.

the freight to Pittsburgh from Valley furnaces being 55 cents.

W. P. Snyder & Company report their regular monthly averages, December showing \$35.30 for Bessemer and \$35.00 for basic, the set prices.

CURTAINMENT IN IRON AND STEEL

Troubles in Moving Coal and Coke Are the Sole Apparent Cause; Demand Stagnant for Several Weeks.

Special to The Weekly Courier.

NEW YORK, Jan. 9.—The American Metal Market and Daily Iron & Steel report will review the steel and iron trade tomorrow as follows:

Both pig iron and steel production throughout the central west is curtailed more than ever, and the country's output as a whole is only about 75% of capacity. The plate mills are kept running fairly well, and the tin plate mills are operating at 90% of capacity, but with a threat of curtailment due to poor shipping facilities, their warehouse facilities being likely to be taxed within a few weeks.

The sole cause apparent for the curtailment in production is the lack of adequate transportation facilities for moving coke and coal. Coal operators insist that they could ship much more coal if facilities were offered, and the same statement is made with respect to coke. Warren S. Blauvelt, national coke administrator, has taken the subject of coke vigorously in hand, promising that every effort will be made to furnish sufficient transportation facilities, and insisting that producers do their part. Transportation conditions are particularly poor as the weather has been unseasonably cold for four weeks.

The finished steel market is being supported by this curtailment in production. With full production at this time there would probably be liberal offerings of nearly all finished steel products for early deliveries, possibly even at less than the set prices. Rumors of offerings at above the set prices disappeared several weeks ago. The situation as to prices is not altogether clear, however, as with the better transportation conditions required for full production there might be a corresponding stimulus in consumption. It is generally held that demand upon the steel mills will increase towards spring. The market has been stagnant for several weeks, reflecting the usual holiday dullness.

While the set prices are continued to March 31, it is commonly expected that an effort will be made in Washington to secure lower prices by that date.

OVER 70,000 RAILROAD OFFICERS AND MEN NOW IN MILITARY SERVICE

Pennsylvania Leads With 9,018, Including One Brigadier General; Baltimore & Ohio Has 1,700.

"Recent reports from American railroads indicate that approximately 70,000 men have left the railway service to join the colors," says Railway Age. Inquiries addressed to all lines, 100 miles in length or over, brought replies from 119 railroads "with a combined operated mileage of 201,081, or about 77 per cent of the mileage of the country. These roads reported that 54,281 officers and employees had joined the armed forces of the United States since the declaration of war, of whom 1,417 received commissions. "It is not unreasonable to assume," says the Railway Age, "that the remaining railroads of the country have supplied the Army and Navy with a proportionate number of men. At the rate at which employees of the 119 lines volunteered or were drafted, the number for the remaining carriers should approximate 16,000, making the total number of Railway men in the Army or Navy service over 70,000, or nearly five per cent of all the railroad employees in the United States."

Some individual roads were exceptionally heavy contributors to the nation's military and naval forces. The Pennsylvania system alone has 9,018 in the Army and Navy; the Baltimore & Ohio, 1,700.

The highest commission held by any railroad man is that of W. W. Atterbury, vice president of the Pennsylvania railroad, now director-general of American-operated railways in France, with the title of brigadier-general. A large number of railroad officers have been commissioned colonels and majors. The Pennsylvania system has five colonels, one lieutenant-colonel and seven majors in Army service. The Baltimore & Ohio has five majors.

ENDORSERS RELEASED

Court Orders Nullification of All Endorsers on Thompson Notes.

Isaac W. Semans, William M. Thompson, Fuller Horgett and John F. Horgett who endorsed two notes amounting to \$125,000 as security for Josiah V. Thompson, the former Uniontown banker, were released from judgment on their obligations. The action was brought by E. L. Schroyer, Fred L. Schroyer, Daisy Schroyer and Mrs. David Gans, all of Uniontown, who petitioned the court to compel the securities to carry out their obligations.

It was shown that after the securities had endorsed the notes, Thompson made notations on the back of each note, stating that "all overdue interest should bear interest and be compounded semi-annually." The securities asserted that this was written without their knowledge. Judge Van Swearingen ordered the nullification of the entire endorsements.

Secures Sheriff's Deed. Sheriff George M. Welmer of Greene county has acknowledged a deed to C. H. Seaton of Uniontown for an interest in nine tracts of coal in Jackson township, Greene county, aggregating 1,502 acres, sold as the property of P. A. Johns of Uniontown; consideration \$500.

LIST OF COKE OVENS IN THE CONNELLSVILLE DISTRICT With Their Owners, Address and Ovens in Blast Corrected to Saturday, January 5, 1918.

Ovens	No.	Works	Name of Operators	Address
MERCHANT OVENS				
147	182	Beatty	Mt. Pleasant Coke Co.	Greensburg
120	50	Boyer	Mt. Pleasant Coke Co.	Greensburg
80	30	Brush Run	Brush Run Coke Company	Mt. Pleasant
82	100	Calvary	Peeries-Cville Coke Co.	Pittsburg
160	100	Clare Coke Co.	Clare Coke Co.	Greensburg
40	40	Dexter	Connellsville Coke Co.	Connellsville
40	40	Ellen No. 1	Whyel Coke Co.	Uniontown
40	40	Ellen No. 2	Whyel Coke Co.	Uniontown
100	100	Ellen No. 3	Whyel Coke Co.	Uniontown
200	110	Elm Grove	W. J. Rainey	New York
125	110	Fort Hill	W. J. Rainey	New York
10	10	Franklin	Summit-Cville Coke Co.	Uniontown
10	10	Gilmore Coke Co.	Gilmore Coke Co.	Uniontown
185	80	Grace	W. J. Rainey	New York
145	145	Helen	Samuel L. Lohr	Youngwood
145	145	Humphrey	Bessemer Coke Co.	Uniontown
100	100	Knabon Coke Co.	Knabon Coke Co.	Uniontown
35	35	Johnson	Johnson Fuel Co.	Uniontown
40	40	Magee	Magee Coke Co.	Uniontown
35	35	Montgomery	Montgomery Coal & Coke Co.	New York
310	310	Mt. Pleasant	Mt. Pleasant Coke Co.	Greensburg
32	32	Myers	Brownfield-Cville Coke Co.	Uniontown
40	40	Nellis	Brown & Cochran	Uniontown
40	40	Painter	Newcomer Coke Co.	Uniontown
140	140	Paul	W. J. Rainey	New York
540	540	Revere	W. J. Rainey	New York
35	35	South Fayette	South Fayette C. & C. Co.	Uniontown
30	30	Thomas	Whyel Coke Co.	Uniontown
67	42	West Penn.	Mt. Pleasant Coke Co.	Greensburg
			West Penn Coke Co.	Pittsburg
FURNACE OVENS				
250	243	Adelaide	H. C. Frick Coke Co.	Pittsburg
300	300	Alvaton	H. C. Frick Coke Co.	Pittsburg
387	300	Baggaley	H. C. Frick Coke Co.	Pittsburg
300	300	Biliter	H. C. Frick Coke Co.	Pittsburg
340	340	Buckeye	H. C. Frick Coke Co.	Pittsburg
300	300	Buckeye	H. C. Frick Coke Co.	Pittsburg
260	260	Calumet	H. C. Frick Coke Co.	Pittsburg
301	301	Central	H. C. Frick Coke Co.	Pittsburg
400	400	Collier	H. C. Frick Coke Co.	Pittsburg
400	400	Continental 1	H. C. Frick Coke Co.	Pittsburg
326	326	Continental 2	H. C. Frick Coke Co.	Pittsburg
300	300	Continental 3	H. C. Frick Coke Co.	Pittsburg
120	120	Crosland	H. C. Frick Coke Co.	Pittsburg
333	333	Davidson	H. C. Frick Coke Co.	Pittsburg
230	230	Dorothy	H. C. Frick Coke Co.	Pittsburg
420	420	Edison	H. C. Frick Coke Co.	Pittsburg
372	372	Hecla No. 2	H. C. Frick Coke Co.	Pittsburg
300	300	Hecla No. 3	H. C. Frick Coke Co.	Pittsburg
365	365	Hosleiter	Hosleiter-Cville Coke Co.	Pittsburg
365	365	Indiana	H. C. Frick Coke Co.	Pittsburg
300	300	Kyle	H. C. Frick Coke Co.	Pittsburg
492	492	Leisenring 1	H. C. Frick Coke Co.	Pittsburg
202	202	Leisenring 2	H. C. Frick Coke Co.	Pittsburg
400	400	Leisenring 3	H. C. Frick Coke Co.	Pittsburg
384	384	Leith	H. C. Frick Coke Co.	Pittsburg
227	227	Lemont No. 1	H. C. Frick Coke Co.	Pittsburg
380	380	Lemont No. 2	H. C. Frick Coke Co.	Pittsburg
300	300	Mammoth	H. C. Frick Coke Co.	Pittsburg
480	480	Marguerite	H. C. Frick Coke Co.	Pittsburg
195	195	Mutual	H. C. Frick Coke Co.	Pittsburg
264	264	Olliphant	H. C. Frick Coke Co.	Pittsburg
325	325	Oliver No. 1	Oliver & Snyder Steel Co.	Pittsburg
480	480	Oliver No. 2	Oliver & Snyder Steel Co.	Pittsburg
300	300	Oliver No. 3	Oliver & Snyder Steel Co.	Pittsburg
400	400	Phillips	H. C. Frick Coke Co.	Pittsburg
410	410	Redstone	H. C. Frick Coke Co.	Pittsburg
120	120	Rist	H. C. Frick Coke Co.	Pittsburg
419	419	Shoat	H. C. Frick Coke Co.	Pittsburg
425	425	Southwest 1	H. C. Frick Coke Co.	Pittsburg
450	450	Southwest 2	H. C. Frick Coke Co.	Pittsburg
304	304	Southwest 3	H. C. Frick Coke Co.	Pittsburg
904	904	Standard	H. C. Frick Coke Co.	Pittsburg
110	110	Samet-Solway	Stewart Iron Co.	Uniontown
100	100	Stewart	Stewart Iron Co.	Uniontown
444	444	Trotter	H. C. Frick Coke Co.	Pittsburg
300	300	United	H. C. Frick Coke Co.	Pittsburg
200	200	Valley	H. C. Frick Coke Co.	Pittsburg
145	145	White	H. C. Frick Coke Co.	Pittsburg
382	382	Walney	Hosleiter-Cville Coke Co.	Pittsburg
360	360	Wynn	H. C. Frick Coke Co.	Pittsburg
560	560	Yorkrun	H. C. Frick Coke Co.	Pittsburg
245	245	Youngstown	H. C. Frick Coke Co.	Pittsburg

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Special Shapes for Rectangular and Bee Hive Ovens,
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----------------------------------------------------	----------------	--------------------------------------------------

CONNELLSVILLE, PA.

RAILROADS ASKED TO SPECIFY NEEDS FOR SIX MONTHS

Director General Authorizes
First Step in Affording Gov-
ernment Assistance.

CONSTRUCTION INCLUDED

Definite Statement Sought As to the
Character of Security, Each Com-
pany Plans to Issue; Only Neces-
sary Requirements Considered.

WASHINGTON, Jan. 7.—As the first step in government assistance of railroad financing presidents of railroads were requested by Interstate Commerce Commissioner Daniels today to telegraph him immediately the amount of capital required for this year and also for the first six months of the year.

This action was taken at the direction of Director General McAdoo. Railroad presidents were asked to detail the precise purposes for which funds will be needed to meet maturing securities not already provided for to pay for improvements betterments and construction work already contracted for and partially finished.

Another item sought by Commissioner Daniels is an approximate estimate of capital necessary to provide for new construction work, improvements and betterments, including additional terminals and new equipment. Presidents will be asked to specify what part of their financial requirements during this year are not absolutely necessary for protection of

property of maintenance of earnings. A definite statement also is sought as to the character of security which each company has planned to issue. Additional information may be sought by the Interstate Commerce Commission or the Director General later.

RESUME WORK

50 Men Again Busy on Western Maryland Yards.

After stopping work on the yards north of Dunbar several months ago, the Western Maryland railroad has again placed a force of about fifty men there to build, according to reports, the roundhouse and shops. The yards will also be completed.

It is expected this work will occupy most of the coming summer, as little outside of excavating and grading, with the laying of a few tracks, had been done previously. The work was suddenly stopped last summer and the engineers together with all the men employed in the yards moved out.

If the work continues now until the yards and roundhouse is completed, it will mean that some new residences will have to go up in Dunbar. At present every house in that town is occupied, and families who have been burned out in the two bad fires there recently are having much difficulty in getting located.

Agitation for the Dunbar-Smith Connellsville road, with the bridge over the Yough river at a point near South Connellsville is likely to break out again, especially if the Western Maryland intends to complete its yards.

The road is hauling coal out of West Virginia on the Baltimore & Ohio lines, and the yards were placed near Dunbar for the purpose of handling this traffic.

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Low Phosphorus Coke, Smelter, Foundry and Heating Coke
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C. M. WOLFF, General Sales Agent.

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POOLING OF COKE CARS IS THE GREAT NEED OF THE TRADE

Is the Belief of Those Who Have Studied the Traffic Situation.

THE COKE CONTROLLERS

Designated by Fuel Administrator Garfield; Without Official Instructions But Are Already Busy on the Job; Shipments Way Down Last Week.

While the continued cold weather acted as a very effective brake on car movement last week, that condition was not alone the cause of a still further drop of 39,414 tons in the recorded shipments of the week. The lack of motive and crews to move loads was almost as much of a drawback as zero weather which, as a rule, reduces the efficiency of transportation about one-third. The effort begun last week by the Pennsylvania railroad to clear up the held-over loads, made only moderate headway until Sunday when the progress was appreciable. Saturday night there were 2,300 loaded cars, both coke and coal, which had been "kicked in" on the sidings between the plants and scales. To this fact is in part attributable the exceptionally low output for the week. Many of these cars belonged to last week's production—some of them several weeks preceding that—but they will not figure in shipment records until they have passed the scales. This movement having been accelerated this week, and weather conditions being to more severe, the expectation is that the outgoing tonnage of the week will show a material gain over that of the past two weeks, or certainly a big gain over last week's total of 215,665 tons.

The more the coke traffic situation is studied by men who are obliged to keep posted on it as part of their business, the more firmly do they become convinced that the big, single thing to bring about an actual and real, not hoped for or imaginary, improvement, is a pooling of cars and the elimination of cross hauls. Under such an arrangement there would be much valuable time saved which is now consumed in shifting and drilling cars at the scales and congested points. Trains could be forwarded without delay and the return of empties facilitated accordingly. This subject has been broached to the three railroads serving the region but the Pittsburgh & Lake Erie has not yet indicated its willingness to join with the Pennsylvania and Baltimore & Ohio to make the plan effective.

The designation by Fuel Administrator Garfield of Charles E. Lenhart, R. M. Fry and John M. Jamison as members of the Coke Distributing Committee who are to serve as the coke ration representatives of the Administration, acting under Coke Advisor Blauvelt, is the first step following the conference held in Uniontown last Thursday. While the committee has not yet received its formal instructions, a number of matters have been considered by it in the direction of meeting the situation along the lines indicated by Mr. Blauvelt.

The recurrence of Greek Christmas on Monday was the occasion of a lay-off day by workmen of that religious persuasion. There was some shortage of men in consequence. The car supply was correspondingly short, but all cars were loaded out.

The shipments were wholly by rail last week, the Monongahela remaining icebound. The movement, passing the scales aggregated 6,972 cars, carrying 215,665 tons, consigned as follows:

Destinations	Cars	Tons
Pittsburgh District	2,500	58,310
West of Pittsburgh	2,471	56,933
East of Connellsville	301	23,772

The falling off from the previous week was 39,414 tons, apportioned as follows: To Pittsburgh, 13,490 tons; to Western points, 18,362 tons; to Eastern points, 7,562 tons. The Lower Connellsville region, which has suffered heaviest from the "hold-over" car situation, lost 33,393 tons in its shipments against 6,105 tons in the Connellsville region.

Production fell off in very close agreement with the loss in shipments, the total decrease being 36,300 tons divided in about the same proportion as the decreases in shipment, the Lower Connellsville region falling 20,052 tons behind and the Connellsville region 5,348 tons. Many plants through lack of cars, the holiday and other causes, made but four days and none more than five days actual running time.

EMPLOYMENT BUREAU

Planned to Be Established in the Department of Labor.

A bill has been introduced in Congress which provides for the establishment in the Department of Labor of a United States employment service, with a director at \$5,000 a year at its head, and for "assistants, experts, special agents, and other employees. The measure, which equates from the department itself, aims at a comprehensive extension of the present Division of Information of the department, whose function is to assist in bringing together employers who need employees and employees who want employment.

Provision is made for co-operation with the respective states which maintain employment bureaus. The sum of \$750,000 is appropriated for the first year of the service if it is established, and the Post Office Department is to co-operate in the work.

Opened for Coal Entry.

President Wilson has issued a proclamation opening more than a quarter of a million acres of land in Montana and North Dakota for coal entry.

Statistical Summary.

PRODUCTION.	WEEK ENDING JAN. 5, 1918.				WEEK ENDING DEC. 29, 1917.			
DISTRICT.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	20,163	17,903	2,562	123,040	17,003	15,111	2,502	121,288
Lower Connellsville	17,645	15,414	2,231	90,058	17,645	15,111	2,231	120,110
Totals	38,110	33,317	4,793	213,098	34,648	30,222	4,733	241,408
FURNACE OVENS.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	17,058	15,254	1,804	106,620	17,058	15,254	1,804	111,000
Lower Connellsville	5,586	4,837	749	27,008	5,586	4,837	749	38,010
Totals	22,644	20,091	2,553	133,628	22,644	20,091	2,553	149,010
MERCHANT OVENS.	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	3,407	2,610	755	10,120	3,407	2,610	755	20,228
Lower Connellsville	11,310	10,577	1,212	63,050	11,310	10,577	1,212	84,100
Totals	14,717	13,187	1,967	73,170	14,717	13,187	1,967	104,328
SHIPMENTS.	WEEK ENDING JAN. 5, 1918.				WEEK ENDING DEC. 29, 1917.			
To Pittsburgh	2,500 Cars.	88,910 Tons.			2,873 Cars.	102,310 Tons.		
To Points West of Pittsburgh	2,671 Cars.	96,933 Tons.			3,197 Cars.	115,345 Tons.		
To Points East of the Region	301 Cars.	29,772 Tons.			1,180 Cars.	37,424 Tons.		
Totals	5,472 Cars.	215,665 Tons.			7,250 Cars.	255,079 Tons.		

A DISTRIBUTING AGENCY FORMED IN THE COKE REGION

To Administer Regulations As They Apply to Shipments of Coke.

REGION MUST SPEED UP

Says Coke Advisor Blauvelt, or The Government Will Assume Control of The Industry; Defends \$6 Coke Price; Warns Region "None Dry."

An important conference was held in Uniontown Thursday afternoon between Warren S. Blauvelt of Detroit, Mich., coke advisor of Fuel Administrator Garfield, and the coke operators of the Connellsville region. Mr. Blauvelt emphasized the supreme necessity of maintaining coke production to the highest point, and its steady and uninterrupted distribution to consumers engaged in the production of war materials, munitions and supplies, as absolutely essential to the winning of the war. He urged upon producers that there be full and complete cooperation all down the line in order to achieve the ends aimed at. He called upon operators to set an example to their employees in unselfish service for our country; that they forget profits for the duration of the war and direct all their energies to operating their plants at maximum capacity.

While it is the purpose of the Fuel Administration to do all that it can to make conditions favorable for the largest production of coke, Mr. Blauvelt made it plain that the government will not hesitate to assume control of the industry, repugnant as the proceeding may be to the Fuel Administration. He gave a word of encouragement over the transportation situation, which has been the chief trouble in the industry for over a year past. He expressed the confident belief that the unification of the railroads under government control will provide substantial relief within a few weeks, and that by April 1 they will be operating at practically maximum efficiency.

Mr. Blauvelt defended the action of the President in fixing the price of coke at \$6.00, regarding it as fair to both producer and consumer. He said that the Fuel Administration had waged a hard fight to allow the price to remain unchanged at the first of the year, despite public clamor and the demand of certain interests that it be reduced. The attitude of the Fuel Administration on this proposition was not for the purpose of fighting the operators' battles but because its members were convinced that it was equitable and that a change would impose undue hardships upon the industry with the resultant slackening up in production.

The gathering, which included 200 or more operators from all parts of the region, acted promptly upon the suggestion of Mr. Blauvelt that a committee be formed of representative men in the industry to administer the regulatory functions of the Fuel Administration so far as they apply to the coke region. The committee, selected by a nominating committee, was as follows:

C. E. Lenhart, president of the Century Coke company and general manager of the Fayette Coke company.

R. M. Fry, general manager of the Orient Coke company.

L. L. Willard, general superintendent for W. J. Rainey.

W. A. Stone, president of the Westmoreland Coke company and of the W. A. Stone company.

J. H. Hillman, Jr., of Pittsburgh, president of J. H. Hillman & Son and allied interests.

J. M. Jamison, of Pittsburgh, president of the Jamison Coal & Coke company.

W. H. Clinegerman, president of the H. C. Frick Coke company.

The functions of this body, broadly speaking, will be to provide for the distribution of coke shipments as requisitioned by the Fuel Administration which will indicate a certain tonnage of a certain quality, to be delivered to a certain plant at a certain time. Knowing local conditions better than the Fuel Administration the committee will be in a better position to determine whence shipment should be made. Recommendations made by the committee will be final.

Following a general discussion of the labor situation instructions were given the committee to draft a resolution and forward it to Congressman Sterling urging him to take steps to

LIST OF COKE OVENS IN THE LOWER CONNELLSVILLE DISTRICT

With Their Owners, Address and Ovens in Blast Corrected to Saturday, January 5, 1918.

Ovens	In Works	Name of Operators	Address
MERCHANT OVENS			
49	Adah	Westm d-Fayette Coke Co.	Greensburg
490	Allegheny	W. Harry Brown	Allegheny, Pa.
233	Allison	W. J. Rainey	New York
290	Allison No. 2	W. J. Rainey	New York
142	American No. 1	Reilly-Peabody Fuel Co.	Pittsburg
140	American No. 2	Reilly-Peabody Fuel Co.	Pittsburg
42	Bellevue	The Wilkey & Feather C. Co.	Uniontown
257	Besco	Champion Gas Coal Co.	Pittsburg
20	Browning	Browning Coke Co.	Capitola
120	Brookwood	Brookwood Coke Co.	Uniontown
34	Burchinal	Smithfield Coal & Coke Co.	Smithfield
205	Century	Century Coke Co.	Uniontown
40	Champion	Champion Coke Co.	Uniontown
120	Champion	Champion Coke Co.	Uniontown
235	Denbe	Reliance Coal & Coke Co.	Pittsburg
402	Donald 1 & 2	Consolidated Cville Coke Co.	Uniontown
160	Donald 3	Consolidated Cville Coke Co.	Uniontown
143	Edna	Walterburg Coke Co.	Uniontown
31	Emory	Sunshine Coal & Coke Co.	Uniontown
32	Finley	Jas. Byrne & Co.	Uniontown
80	Frederick	South Fayette Coke Co.	Uniontown
112	Gardner	Autta-Connellsville Coke Co.	Connellsville
38	Genuine	Genuine Cville Coke Co.	Uniontown
200	Griffin No. 1	Ressemer Coke Co.	Pittsburg
200	Griffin No. 2	Hillman-North Coke Co.	Pittsburg
210	Herbert	Connellsville Central Coke Co.	Pittsburg
45	Hillside	Westmoreland Gas Coal Co.	Pittsburg
52	Hill Top	E. Connellsville Coke Co.	Connellsville
154	Hopewell	James H. Leaver	McCollandtown
38	Hopewell	Hopewell Coke Co.	Lalontown
195	Hustad	Hustad-Semans C. & C. Co.	Uniontown
250	Isabella	Isabella Coal & Coke Co.	Pittsburg
140	Isabella	Isabella Coal & Coke Co.	Uniontown
220	Leah	Leah Coal & Coke Co.	Hele
20	Leah	Franklin Coke Co.	Mt. Pleasant
490	Lincoln	Lincoln Coal & Coke Co.	Scotts
46	Little	The Elder Coal & Coke Co.	Pittsburg
250	Low Phos.	Cville Central Coke Co.	Pittsburg
34	Luzerne	Luzerne Coal & Coke Co.	Pittsburg
44	Marion	Southern Cville Coke Co.	Uniontown
122	Martinsburg	Martinsburg Coke Co.	Uniontown
300	Mt. Hope	Mt. Hope Coke Co.	Uniontown
60	Murphy	Edward Coal & Coke Co.	Connellsville
100	Old Home	W. J. Farshaw	Uniontown
436	Orient	Orient Coal & Coke Co.	Uniontown
202	Puritan	Puritan Coke Co.	Uniontown
30	Perry	Perry Coke Co.	Pittsburg
72	Plumer	Plumer Coke Co.	Pittsburg
103	Poland	Poland Coal Co.	Uniontown
120	Rich Hill	Rich Hill Coal & Coke Co.	Outpost
55	Rice	Rice Coal & Coke Co.	Connellsville
345	Royal	W. J. Rainey	New York
38	Sackett	H. C. Frick Coke Co.	Smithfield
378	Searight	Taylor Coal & Coke Co.	Uniontown
249	Shamrock	Fayette Coke Co.	Uniontown
50	Solon	Prospect Coal & Coke Co.	Uniontown
315	Sterling	Consolidated Cville Coke Co.	Uniontown
400	Sunshine No. 2	Ladone-Gilbert C. & C. Co.	Uniontown
400	Thompson 1	Thompson-Cville Coke Co.	Pittsburg
400	Thompson 2	Thompson-Cville Coke Co.	Pittsburg
320	Tower Hill 1	Tower Hill Cville Coke Co.	Uniontown
324	Tower Hill 2	Tower Hill Cville Coke Co.	Uniontown
24	Virgin	Byrne Coal & Coke Co.	Scotts
500	Washington 1	Washington Coal & Coke Co.	Dawson
500	Washington 2	Washington Coal & Coke Co.	Dawson
78	Wineland	Banning-Cville Coke Co.	Uniontown
60	Winmore	Wineland-Gilmore C. & C. Co.	Uniontown
35	Yukon	Whistl Coke Co.	Uniontown
FURNACE OVENS			
130	Acheson	Republic Iron & Steel Co.	Gans
100	Bridgmont	H. C. Frick Coke Co.	Pittsburg
470	Brier Hill	Brier Hill Coke Co.	Pittsburg
125	Buffington	H. C. Frick Coke Co.	Pittsburg
490	Colonial No. 1	H. C. Frick Coke Co.	Pittsburg
156	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
305	Colonial No. 4	H. C. Frick Coke Co.	Pittsburg
259	Dearb.	H. C. Frick Coke Co.	Pittsburg
500	Dearborn	H. C. Frick Coke Co.	Pittsburg
200	Fairbank	Sirchters Coal & Coke Co.	Pittsburg
400	Fayette	H. C. Frick Coke Co.	Pittsburg
202	Gedera	McKee-Coke Co.	Lectonia, O.
200	LaBelle	LaBelle Coke Co.	LaBelle
422	Lambert	H. C. Frick Coke Co.	Pittsburg
515	Leckrone	H. C. Frick Coke Co.	Pittsburg
244	Martin	Republic Iron & Steel Co.	Youngstown, O.
30	Newcomer	H. C. Frick Coke Co.	Pittsburg
400	Republie	Republic Iron & Steel Co.	Pittsburg
350	Rosedale	H. C. Frick Coke Co.	Pittsburg
5,825			1,327

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make the coke region "bone dry" for the war, as a war measure.

THOMPSON DEAL LATER

Action of Creditors Postponed Until January 17.

At the meeting of the unsecured creditors of the J. V. Thompson estate held this morning at 10 o'clock in Uniontown, a postponement until 1 o'clock on January 17 was decided on. The postponement was made because the prospective buyers of the 12,000 acres of Thompson coal land in Greene county, the H. C. Frick Coke company, declined to act through the attorneys of the creditors, demanding that the creditors appear in person.

Had the deal been consummated this morning, in all probability the 12,000 acres would have been sold to the Frick company for \$500 an acre. The sale of Thompson's share of the coal land, who owns half of the acreage will be \$3,000,000. This will pay all underlying mortgages and back taxes in Greene county, and also the blanket mortgages held by the Safe Deposit & Trust company of Pittsburgh

and others, amounting to \$1,800,000. The sale will clear up the entire estate.

TO TAKE MINES

Bill Drafted for Government Control in War Measure.

WASHINGTON, Jan. 5.—President Wilson's administration has drafted a bill which will be introduced in Congress next week, for taking over Federal control and operation of the mines of the United States as a war measure. The bill will provide for national control of coal and iron mines, chemicals and the resources of petroleum and all mineral oils. So far as the chemical industry is deemed to be a necessary part of the war plans of the government its mine resources also will be taken over under the proposed legislation.

Lots of Embargoes. The Baltimore & Ohio has placed embargoes on all freight out of the city, excepting coal and coke.

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Pittsburg, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSIS FURNISHED ON APPLICATION. As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

HERBERT Du PUY, President.

JOHN C. NEFF, Gen. Mgr.

Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburg, Penna.

Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. Connections

Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt.

ANALYSIS FURNISHES ON REQUEST

Graceton Foundry Coke

Our Foundry Coke is unexcelled by any. Its low sulphur and ash and high fixed carbon make it superior to many. It has the ability to give high melting ratios in your foundry.

GRACETON COKE CO.

Graceton, Penna.

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One Order will make you a Permanent Customer.

THE COURIER COMPANY

127½ W. Main St.,

Connellsville, Pa.

The Grim Reaper

WINFIELD S. HOOD.

Winfield Scott Hood, 75 years old, a former well known resident of Connelville, died Monday at his home at Conestoga road, near Frankstown road, Pittsburg. Funeral services were held on Tuesday at 8 o'clock from the family residence. The body arrived here Wednesday afternoon and was removed to Hill Grove cemetery for interment. Mr. Hood was a number of years was one of the leading merchants of Connelville, being associated in business in the old opera house with his brother, the late A. W. Hood of Connelville. He was born in Connelville, September 22, 1841, a son of the late Daniel and Mary Hood. Winfield S. Hood was a soldier in the War of the Rebellion. He joined the 142nd Regiment, Company H, as a private, and was in active service for three years. In the Battle of the Wilderness he was twice wounded. He received a ball in the right knee joint, and a finger of his left hand was shot off. At the close of the war he returned home and in 1874 was married to Miss Mary C. Henshell of Martinsburg, W. Va. Soon after the war Mr. Hood engaged in the mercantile business in Connelville with the late John D. Priscoe and continued with him until 1911, when he and Mr. Priscoe dissolved. He engaged in business, the style of the firm being W. S. Hood & Company. Mr. Hood was a member of the Presbyterian church. A number of years ago he moved from Connelville to Pittsburg. In addition to his widow, Mr. Hood is survived by one son and one daughter and the following brothers, Daniel C. Hood of Connelville; Walter Hood, of Wilkinsburg, and Thomas Hood, of Indianapolis, Ind.

MRS. ANNIE COLLIER.

Following a several weeks' illness, Mrs. Annie Collier died Monday at her home in Uniontown, her death coming only a few hours after her son, Albert Collier, left for Pittsburg where he is employed, after spending the week-end with his family in Uniontown. Deceased was an active worker in the Ladies' Circle of the G. A. R. in Uniontown.

PETER LINT.

Peter Lint, aged 80 years, died at his home near Scottdale on Sunday evening. Funeral services will be held Wednesday morning at 10 A. M., at the Lint home and interment will be made at the Cochran cemetery, near Dawson. Mr. Lint is survived by four sons and four daughters, Estep Lint of Perryopolis, J. O. Lint of Scottdale, R. F. D., Alex. of Scottdale, R. F. D., Dempsey, Jennie, Elizabeth J., Alvin P., and Ada M., at home. He has 20 grandchildren and one great grandchild. He has lived 11 years at the farm where he died and 10 years before this he resided on the Keister farm near Scottdale.

MRS. MARY E. SWEARINGEN.

Mrs. Mary Elizabeth Swearingen, 82 years old, died Saturday afternoon at the home of her son, George H. Swearingen at Dunbar. Funeral from the Swearingen residence, Tuesday afternoon at 2 o'clock. Following the services the funeral party will leave on a special street car for Uniontown, where the interment will take place in Oak Grove cemetery. Deceased was the widow of Daniel Swearingen, who served three years in the 17th Pennsylvania Cavalry during the Civil war. She is survived by the following children: George H. Swearingen and Jacob S. Swearingen of Dunbar; John A. Swearingen of Quincy, Ill.; Miss Katherine Swearingen of Dunbar; Mrs. Minnie Crawford, Mrs. Elizabeth Kremer and Mrs. Rebecca Case of Uniontown, and three brothers, Jacob D. Ingles of Wisconsin; Hamilton C. Ingles of Hopwood, and A. Stewart Ingles of Uniontown.

PETER B. HARSHMAN.

Following brief illness Peter B. Harshman, a well known farmer, of Bullskin township, died Monday at 4:30 o'clock at his home, near Pleasant Valley. Mr. Harshman was taken suddenly ill Sunday morning. Previous to his late illness he had been in good health and was able to work on his farm. Deceased was born in Bullskin township and for a number of years had resided near Pleasant Valley. He was twice married. His first wife, who before her marriage was Miss Harriet Thrasher, died a number of years ago. Later he married Miss Margaret Dunnam. The surviving children are Mrs. Ida Monahan of Sloyer; John Harshman, of Mount Braddock; Mrs. Harry Swick, of near Pleasant Valley; William Harshman, of Connelville; Mrs. Nettie Miller, of Leisensburg; Mrs. Amanda Stillwagon, of Martin; and Grover Harshman, all to the first marriage; Mrs. Rena B. L. Ger, of Everson; Barney Harshman, of Shorty Harshman, in the west and Bradley Harshman and Percy Harshman at home, children to the second marriage. Four brothers, Joseph Harshman, of near Pleasant Valley; Oscar Harshman, of Morgantown; Theodore Harshman, also survive.

MRS. ELIZABETH HARDEN.

The body of Mrs. Elizabeth Harden, who died Saturday at her home at Elm Grove, was removed to the residence of Mr. and Mrs. Frank Swink, parents of the deceased, at Poplar Grove, from where funeral services were held Tuesday afternoon at 2 o'clock. Interment in Hill Grove cemetery. Mrs. Harden was 35 years old, and was the wife of Fred Harden, manager of the Union Supply company store at Elm Grove.

MISS MAYME DONOVAN.

Miss Mayme Donovan, of Leisensburg, No. 1, and one of the best known young women of Dunbar township, died Sunday at Southern Mines, N. C. Miss Donovan had been in poor health for some time past and several months ago she left for Southern Mines, hoping to regain her health. The body will be brought to Connel-

ville and removed to Dunbar home in Dunbar Twp. Deceased was daughter of Thos. Donovan, deceased, and Mrs. Catherine Donovan. All her life was spent at Leisensburg. She was graduated from the Dunbar township high school and taught school at Leisensburg No. 1 until her late illness. She was highly esteemed by her wide circle of friends. Miss Donovan was a member of St. Vincent de Paul's church at Leisensburg No. 1. In addition to her mother she is survived by the following brothers and sisters: Michael, of Wynn; Thomas, of Seagriff; John, of Logans crossing; Joseph and Mrs. Fred Scarry at home; Mrs. Joseph Miller, of Pittsburg; Michael Donovan and John Donovan were with their sister when death came.

MRS. JOHN MENTELL.

Mrs. John Mentell, a sister of Mrs. P. A. Leiberger of West Peach street, died Sunday at her home in Leisensburg. Mrs. Mentell had been in poor health, but her condition was not alarming until Friday night when she became unconscious, remaining in that state until death. Mrs. Mentell had frequently visited at the Leiberger home and had a number of friends here.

MRS. ANNIE M. LEWIS.

Mrs. Annie M. Lewis, 63 years old, widow of George W. Lewis, died Saturday at her home in Uniontown, following an illness of pneumonia.

MRS. JOHN H. WILLIAMS.

Mrs. John Williams, 63 years old, died Monday a. m. at the home of her son, John Williams in Uniontown.

MRS. JAMES H. MURPHY.

Mrs. James H. Murphy, 73 years old, widow of J. H. Murphy, died Saturday evening at the home of her son, B. Watson Murphy at Canonsburg, where she had been visiting for the past two weeks. While at her son's home Mrs. Murphy fell, suffering a fractured hip. Two strokes of paralysis followed, resulting in death. Mrs. Murphy's husband was a well known farmer of Perry township. Funeral services Tuesday afternoon at 2 o'clock from home of a son of the deceased, William R. Murphy in Perry township, with whom Mrs. Murphy made her home. Rev. J. B. Reed of Uniontown, assisted by Rev. Wilson of the Redstone Presbyterian church and Rev. J. W. Hays of the Flatwoods Baptist church, will officiate. Interment in Mount Washington cemetery.

CASPER MASCHURZACH.

Casper Maschurzach died Sunday at his home at Leisensburg No. 2. Deceased was a track layer for the H. G. Frick Coke Company. He was born in Austria.

MRS. SARAH G. ACKLIN.

Mrs. Sarah Graham Acklin, 70 years old, died Saturday at her home in Brownsdale. Deceased is survived by her husband and one son, and one daughter.

W. H. COOPER.

Mrs. Sue Rugh, of North Cottage avenue, has received word of the death of her brother, W. H. Cooper, which occurred Saturday at his home in Indianapolis, Ind. Mr. Cooper was a brother of the late Mrs. L. H. Fitzmaurice of Connelville.

MICHAEL FITZMAURICE.

Michael Fitzmaurice, 40 years old, died Saturday morning at his home at Morrell, following a four weeks' illness of typhoid fever. Funeral Monday morning at 9 o'clock from the Immaculate Conception church. Requiem high mass was celebrated. Interment in St. Joseph's cemetery. Deceased is survived by his widow and four children as follows: Miss Agnes Fitzmaurice of Connelville; John Fitzmaurice of York Run; Michael Fitzmaurice of Filbert; and Patrick Fitzmaurice of Morrell. Two brothers, Morris Fitzmaurice of Filbert and John Fitzmaurice of York Run also survive.

HAYDEN J. MOORE.

Hayden J. Moore, 37 years old, a former well known employee of the West Penn. Railway company, died Friday at his home at Clairton, Pa. The body was brought to Connelville and removed to the home of the mother of the deceased, Mrs. Rezin Moore in East Connelville, by Funeral Director J. E. Sims. Funeral from the Moore home Monday afternoon at 2 o'clock with interment in Hill Grove cemetery. Mr. Moore was born at New Salem October 25, 1880, a son of Rezin Moore, deceased, and Mrs. Anna M. Gribble Moore. Virtually all his life was spent in Connelville. For a number of years he was a West Penn. motorman running on the main line between Connelville and Greensburg. He was also a member of the old New Haven school board at one time. In addition to his mother he is survived by two sisters, Miss Retta Moore, Mrs. Harry Matson, of East Connelville, and one brother, Fred C. Moore of Butte. He was a member of the Eagles lodge of Connelville.

MRS. ELIZABETH HARDEN.

Mrs. Elizabeth Harden, wife of Fred Harden, died Saturday morning at the family residence at Elm Grove.

MRS. JOHN REESE.

While on a visit to her daughter, Mrs. Isaac Snyder of Jones Mill, Mrs. Elizabeth Reese, widow of John Reese, died Wednesday morning. Mrs. Reese was one of the oldest and best known residents of Donnell township and was also known in Connelville. Had she lived until February 2, she would have been 90 years old. Deceased was born in Fayette county and for a number of years had resided at Jones Mill. Her husband died eight years ago. Of late years Mrs. Reese had made her home with her grandson, William Beers at Jones Mill. Thursday she went to the home of her daughter for a visit and it is thought she contracted a cold, which together with the infirmities of old age resulted in her death. Mrs. Reese is survived by a family of grown children. She was a daughter of the late Mr. and Mrs. Samuel Means and was a sister of the

Coal Freight Rates

EFFECTIVE JULY 1, 1917.

TO EASTERN PORTS.		ORIGINATING DISTRICT.			
Rate per Gross Ton of 2,240 lbs.		Connelville	Winoel	Greensburg	Lafayette
Baltimore, Md.	\$2.15	\$2.00	\$1.85	\$1.75	\$1.75
Chester, Pa.	2.10	2.00	1.85	1.75	1.75
Harrisburg, Pa.	1.85	1.75	1.65	1.55	1.55
Johnstown, Pa.	.85	.75	.60	.50	.50
Lebanon, Pa. P. R. R. and P. & O.	2.05	1.90	1.75	1.65	1.65
New York, N. Y. (37th)	2.40	2.25	2.10	2.00	2.00
New York, N. Y. (R.R.)	2.55	2.40	2.25	2.15	2.15
Philadelphia	2.15	2.00	1.85	1.75	1.75
Sparrows Point	2.15	2.00	1.85	1.75	1.75
Steele, Pa.	1.87	1.77	1.67	1.57	1.57
South Bethlehem, Pa.	2.25	2.15	2.05	1.95	1.95
Syracuse, N. Y.	2.30	2.15	2.00	1.90	1.90

To ATLANTIC PORTS via P. R. R.
Greensville, local 1.90
Greensville, export 1.90
South Amboy, P. O. R. 2.05
Harrisburg, Pa. 2.10
Greenville 2.10
Canton, Pa., local 1.85
Canton, Pa., export 1.85
To ATLANTIC PORTS via P. & O.
St. George Coal Piers 2.10
St. George Coal Piers 2.10
Philadelphia Coal Piers 1.90
Philadelphia for Export 1.75
Curtis Bay Piers 1.75
Curtis Bay for Export 1.55

The rate from the Fairmont District to Johnstown is 78c; Monongahela Railway to state line, 52c; below state line to Fairmont, 50c.
The Connelville Rate applies to shipments from points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; from points on the Pittsburgh, Virginia & Charleston and points on the Monongahela River railroad.
The Fairmont Rate on shipments via the Baltimore & Ohio applies to shipments from points east of Saterville, Pa., from points on the Smithfield & Massena Branch and from the Fairmont Region of West Virginia.

TO WESTERN PORTS.		ORIGINATING DISTRICT.		
Rate per Net Ton of 2,000 lbs.		Pittsburg	Upper	Lower
Canton, O.	\$1.10	\$1.20	\$1.25	\$1.25
Chicago, Ill.	1.05	1.15	1.20	1.20
Cleveland, O.	1.15	1.25	1.30	1.30
Columbus, O.	1.15	1.25	1.30	1.30
Detroit, Mich.	1.45	1.55	1.60	1.60
Indianapolis, Ind.	1.05	1.15	1.20	1.20
Toledo, O.	1.25	1.35	1.40	1.40
Youngstown, O.	.95	.95	1.00	1.00
Lake Ports	.85	.85	1.05	1.05

The Pittsburg District includes points east as far as Latrobe and south on the Southwest Branch to and including Ruffsdale; south to and including Brownsville and Brazelton on the Pittsburgh, Virginia & Charleston railroad; eastward to Leawood on the Baltimore & Ohio railroad, and eastward to Dickinson Run and southward to and including Brownsville on the New York Central line.
The Connelville District includes points on the Southwest Branch of the Pennsylvania railroad south of Ruffsdale; on the Pittsburgh, Virginia & Charleston except Brazelton and all Monongahela River railroad points; New York Central points east of Dickinson Run including Connelville Transfer, and points on the Baltimore & Ohio, Dawson to Point Marion, Pa.



late Thomas and James Means of Connelville. Funeral Friday afternoon from the Snyder home, with Rev. Fletcher officiating. Interment in the Kregar cemetery. Mrs. Reese was a member of the Brethren church.

MRS. SARAH E. BRADMAN.

Mrs. Sarah E. Bradman, wife of Samuel G. Bradman, died Wednesday morning at her home near Tippecanoe following a stroke of paralysis. Funeral Friday afternoon at 2 o'clock from the home, with interment in Fairview cemetery. Deceased was a daughter of the late Mr. and Mrs. Jacob Wolfe of Tippecanoe. She is survived by one son, Jacob Bradman of Smock; one daughter, Mrs. Maude Hillard of Butler; one brother, Robert L. Wolfe of Greensburg, and three sisters, Mrs. Hugh Murphy, Mrs. Anna Grist of Uniontown; Mrs. Amariah H. Cook of Tippecanoe.

J. CLYDE HANNA.

J. Clyde Hanna, 41 years old, died Monday evening at his home in Edgington, Pa. Deceased was born in Upper Meriden, the eldest son of Mr. and Mrs. J. C. Hanna.

MRS. ELIZABETH REED.

Mrs. Elizabeth Reed, 83 years old, a former well known resident of Dunbar, died Wednesday at the home of her son-in-law, William Crise at Carnegie. Funeral services were held this afternoon from the Crise home. The body was brought to Dunbar and removed to Mount Auburn cemetery for interment. Deceased is survived by the following children: Archie Reed of Dunbar; Mrs. Mary Martin of Elizabeth; Mrs. Elizabeth Coughenour of Tower Hill No. 2; Mrs. Catherine Arust, Mrs. Sarah Crise of Carnegie; William Reed of Mount Braddock; Mrs. Hannah Irwin of Latrobe and Mrs. Amelia Matthews of Washington state.

SCOTT HIGHERBERGER.

Following a lingering illness, Scott Higherberger, 22 years old, died Friday morning at 6:30 o'clock at the home of his mother, Mrs. Mary L. Coughenour, 502 East Murphy avenue. Deceased was born at New Stanton, a son of Joseph L. Higherberger deceased, and Mrs. Mary L. Coughenour. He was a member of the Christian church and previous to his illness which dated back to two years ago, he was employed by the House Ice Cream company. He is survived by his mother, his stepfather, Peter Coughenour, two half brothers: Howard Munn, of Akron, O.; and Albert Munn, stationed at Camp Sherman, Chillicothe, O., and wide circle of relatives and friends. He was a nephew of Mrs. M. Washington of Crawford avenue.

MISS DORA JAMES.

Miss Dora James, about 50 years, died Thursday night at 9 o'clock at her home at Wheeler, following a lingering illness. Funeral Sunday afternoon at 2 o'clock from the family residence. Interment in Hill Grove cemetery. Deceased was

born in Springfield township, a daughter of the late John and Elizabeth Mayfield James. Virtually all her life was spent at Wheeler. Her parents died some time ago. She is survived by one sister, Mrs. Joseph O'Brien of the West Side and two brothers, William and Charles James of Wheeler.

MRS. MARGARET LYNN.

Mrs. Margaret Lynn, 59 years old, died Thursday at the home of her nephew, U. S. Orange at Charleroi. Mrs. Lynn resided at Brownsville for 15 years, moving to Charleroi last year.

MISS ELIZABETH ADAMS.

Miss Elizabeth Adams, 63 years old, died Thursday morning at her home at Brownfield, following an illness of complication of diseases. Deceased was a sister of George Adams of Mount Braddock.

MRS. W. H. POUNDSTONE.

Mrs. W. H. Poundstone of German township, died suddenly Thursday morning at the home of her daughter, Mrs. Herrington at Monongahela.

CALVIN L. DEAN.

Calvin L. Dean, of California, 55 years old, a former resident of Fayette county, was killed in an automobile accident on Christmas day, and his wife was severely injured, according to a telegram received by a son, Earl C. Dean, of Homestead. Mr. Dean for a number of years was proprietor and operator of his line from Farmington to Uniontown about 20 years ago. Later he conducted a hotel at Somerset. About ten years ago he left for California, where he had since resided.

MRS. PHOEBE JANE PORTER.

Mrs. Phoebe Jane Finley Porter, a native of Fayette county, died November 30 at Grand Ridge, Florida, where she had resided since 1889. She was the wife of Judge John Thomas Porter, and was born at New Salem July 25, 1849.

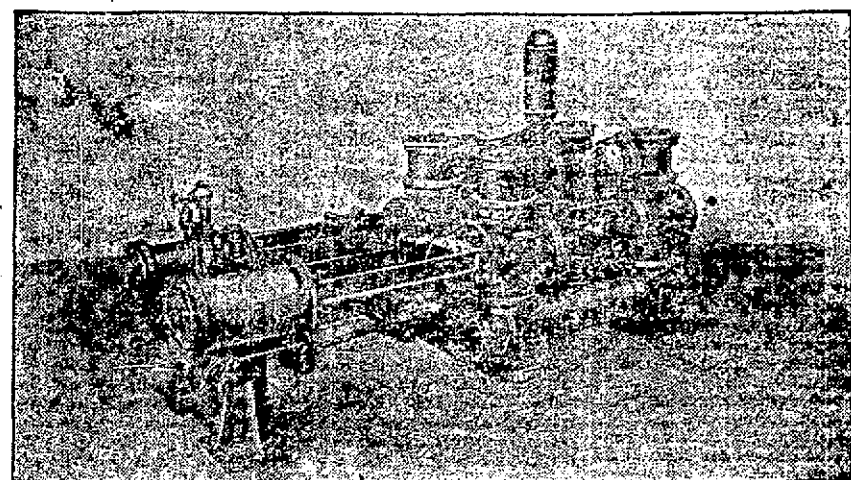
MRS. ANNA HUSTON JENKINS.

Following a lingering illness, Mrs. Anna Huston Jenkins, 81 years old, a former well known resident of Dawson, died Wednesday at 5:30 o'clock at her home in Saint George, W. Va. Mrs. Jenkins was an invalid for the past two years. Deceased was born at Dawson, a daughter of the late William and Rebecca Huston. She was married to Milton Jenkins and resided at Dawson until 40 years ago when she moved to Saint George, W. Va. Mr. Jenkins died a number of years ago. Mrs. Jenkins was a sister of the late E. H. Huston of Dawson, and is widely known in that community. She was an aunt of Mrs. Ella Cook of this city. Three sons, William Jenkins of Saint George; Frank Jenkins of Pittsburg; Delton Jenkins of St. Louis, Mo.; four daughters, Mrs. Sadie A. Parsons, of Saint George; Alvord, at home; Mrs. Ella Taylor, of Parsons, W. Va.; Mrs. Della Miller, of St. Louis, Mo.; and three sisters, Mrs. Emma Galley of Baraborsboro; Mrs. Rebecca Strickler, of Vanderbilt; Mrs. Rachel Sovern of Dawson survive.

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Oliver & Snyder Steel Co., Plants 1, 2 and 3..... 1,100	Cascade Coal & Coke Co., Tyler and Sycamore Wks. 600
Austin Coal & Coke Co., Plants 2 and 3..... 420	H. G. Frick Coke Co., Yorkton, Shouf and Bitner, 1,000
Colonial Coke Company, Smock 150	Struthers Coal & Coke Co., Paintbank Works 150

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PATENT ATTORNEY

Park Bldg., Pittsburg, Pa.

GOVERNMENT WANTS TO KNOW HOW MUCH FOOD DEALERS HAVE

All Holders of More Than \$250 Worth Are to Make a Report.

FAMILIES NOT INCLUDED

In List of Those Asked to Furnish This Information; Survey is Needed to Shape Conservation, Utilization, and Production Plans for 1918.

WASHINGTON, Jan. 1.—All dealers in foodstuffs, manufacturers, and processors, should report to the War Relocation Administration, United States Department of Agriculture, who has the big war inventory in charge.

"We have attempted to send schedules from Washington to each of the thousands of dealers, manufacturers, and processors, but obviously it has been physically impossible to reach them all," said Mr. Brand.

"All dealers, manufacturers, and processors having any food, in their possession, and all other concerns, such as hotels and institutions having more than \$250 worth of food on hand, should arrange to report their holdings of December 31, whether on schedule have been delivered to them or not. In case they do not receive schedules by January 2, they should write for copies to the Bureau of Markets, United States Department of Agriculture, at Washington, or should call at or write to one of the many branch offices of the bureau throughout the country. The names and locations of these branches can be secured from any concern that has received a copy of the schedule.

"This survey of all available foodstuffs is of the greatest significance since it will furnish the basis for the shaping by the government of important plans and policies vital to the country's welfare. It is only with accurate figures in regard to existing food supplies before us that we can plan the conservation, utilization, and production of our food supply in such a way as to meet safely the extraordinary war conditions with which we have to contend.

"I believe that the purpose of the survey is generally understood and that practically all owners and holders of food will cheerfully co-operate with us to the limit.

"I trust that it will not be necessary to bring prosecutions under the act providing for the survey in order to force the making of reports."

DISPLAYS ARMY INSIGNIAS

J. H. Doyle Has Belt of 54 Badges in His Store Window.

J. H. Doyle has on display in the window of his store the insignia of 54 battalions of Canadian Overseas forces, of which all but two are already in the service. The collection is an interesting one and the insignia of regiments whose fame has been carried to this country in press reports is among them.

The belt of insignias is the property of Calvin Hixenbaugh, formerly of Dunbar, a member of the 249th Overseas Battalion, C. E. F., who is here at present on a furlough. His battalion will be among the next to go to the front.

Among the badges is one of the "Black Watch" regiment, and also the 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th, 101st, 102nd, 103rd, 104th, 105th, 106th, 107th, 108th, 109th, 110th, 111th, 112th, 113th, 114th, 115th, 116th, 117th, 118th, 119th, 120th, 121st, 122nd, 123rd, 124th, 125th, 126th, 127th, 128th, 129th, 130th, 131st, 132nd, 133rd, 134th, 135th, 136th, 137th, 138th, 139th, 140th, 141st, 142nd, 143rd, 144th, 145th, 146th, 147th, 148th, 149th, 150th, 151st, 152nd, 153rd, 154th, 155th, 156th, 157th, 158th, 159th, 160th, 161st, 162nd, 163rd, 164th, 165th, 166th, 167th, 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1772nd, 1773rd, 1

OUTPUT WAS 17,806,181 TONS

Continued from Page One.

plant capacity, but upon the capacity of the plants to produce, which was in turn limited by the chronic shortage of coke. Because of this condition the output of the region was only 17,806,181 tons, but some frequently averaged 80 to 85% of the region's capacity.

Oven Activity.

The number of ovens in blast during 1917 was probably more nearly constant than in any previous year since 1912 and 1913. The range in percentage of active ovens, both merchant and furnace, was very narrow, both interests endeavoring to keep as many as possible in nominal operation in order to hold up their percentage of output to the highest notch. The extreme range in the case of merchant ovens was only 4.6%, from 89.3% attained in May to 85.4% in the latter part of September. In the last quarter the active merchant ovens numbered 13,226, or 86.8% of the whole, which percentage was practically unchanged during the remainder of the year.

The furnace interests kept more of their ovens in blast throughout the year than the merchant operators, although the range of 5.2% from high to low percentage was somewhat greater than the range in active merchant ovens. The months of March, April, May, June and July held close to 92%, as an average for furnace ovens. Early in November it fell to around 88%, and closed the year at 87.4%, just one per cent higher than the merchant ovens. Both interests began the year with 89% of their ovens in blast, increasing slightly to a maximum in midsummer and dropping off gradually towards the close of the year.

The percentage of ovens in blast from week to week in 1917 meant less, as an index of operating conditions, than heretofore. Reduced coke supply and delays in placing them so frequently prevented all ovens being drawn that the day to day output could not be measured by the number of ovens fired, but only nominally in operation.

River Shipments.

The shipments of coke by barge down the Monongahela became a factor of considerable importance during the year, attaining a total of 191,220 tons. Previous to 1917 an occasional barge was sent to market by this means but it was not until January of the year just closed that river traffic in coke became regularly established. Weather conditions interfered with the movement somewhat during the first month of the year, the total being but 1,026 tons. It increased steadily in the succeeding months, reaching the maximum in June with a total of 20,040 tons. In the succeeding months the shipments averaged around 15,000 to 20,000 tons per month, except in December when the river was closed.

The damage to Lock No. early in the summer curtailed barge shipments of both coal and coke until temporary repairs were made. Rebuilding the dam was promptly undertaken and completed in December.

The completion of a loading wharf enabled the Baltimore Coal & Coke company to begin river shipments of coke late in the summer. W. Harry Brown and the H. C. Frick Coke company were the pioneers in this method of marketing their product.

Labor Supply and Wages.

Except for the limitations imposed upon transportation by short and irregular coke supply and service, the operations of the region would have been more or less normal with a serious and perhaps chronic labor shortage during the year. As no time was the complement of men such that, had 190% car supply been furnished and maintained for any considerable length of time, would it have been possible to produce sufficient coke to load the cars. In consequence there was a more or less constant feeling of dread among the operators that a sudden or unexpected clearing up of transportation troubles would make it impossible to meet the situation.

While there was an almost constant withdrawal of men from the ranks of the workers from various causes, as always prevails, the draft and voluntary enlistments in the military service were factors in the reduction of the available working forces which contributed to an unusual depletion. Accidents were made at intervals of a few days, and the wage advance, but it is doubtful if the increases compensated for the losses. At any rate conditions were such throughout the greater part of the year that plant managers were obliged to keep their forces well in hand in order to produce coke enough to load the limited supply of cars.

The incidence of exceptional wages to draw men to the industry never existed to quite such a degree as during 1917. Three separate advances, ranging from 8 to 25% in different classes of labor, and averaging about 10% on each advance, were made, raising an already high scale of wages to the highest ever known to have been paid for labor in any coke making region in the world. The first of these advances was made effective May 1, the second October 1 and the third November 10. The scale established by the last advance is as follows:

Rich mining and loading room and pit coal, per 100 bushels..... \$2.25
Rich mining and loading, heading coal, per 100 bushels..... 2.52
Rich mining and loading, wet heading coal, per 100 bushels..... 2.72
Medium machine coal, per 100 bushels..... 1.65
Drawing coal, per 100 bushels, charged..... 1.44
Drawing, blasting and timbering (eight hours) per day..... 6.05
Drawing, blasting and timbering (twelve hours) per day..... 5.00
Assistant, tracklayers and assistant tracklayers, per day (eight hours)..... 4.35
Assistant, per day (eight hours)..... 4.00

ment mines at which a scale agreement was in force providing for the advance in wages, were authorized to charge \$2.50 per ton at the mine. A later ruling permitted mines, running non-union to make the same charge for their output provided notice was posted of an intention to pay the new scale of wages effective November 1.

Meantime a ruling was made by the Fuel Administration, fixing the margin of profit on sales during the year 1915, plus freight charges from mine to yard. Still later the Fuel Administration authorized team track loaders to add the cost of hauling, in making deliveries to local consumers and to railroads for use as company fuel, to the "at mine" price, and a charge of 75 cents per ton for coal delivered in box cars for shipment as commercial coal. With these revisions and concessions, and the compromise agreement with the Pennsylvania railroad by which shippers were to be given open top cars except steel hoppers, whenever possible, and the loaders agreeing not to detain cars at loading points longer than 24 hours, practically all the conditions which threatened the continued operation of the team track mines were eliminated and there was a resumption of activity which has continued without interruption.

Rate Differentials Removed.

During the year there was brought to successful issue one of the most important achievements in the history of the Connellsville region. This was the accomplishment of the purposes which during the previous year had brought the Connellsville Coal Tariff Association into existence. This was a voluntary association of the leading merchant and independent furnace operators of the region, formed for the purpose of securing more equitable freight rates on coal shipped from the Connellsville region to the by-product coking plants in both eastern and western sections of the United States.

The steps in this direction were taken by the association when it became an intervenor in the proceedings before the Interstate Commerce Commission in what was known as the "Fifteen Cent Rate Case," involving the whole coal rate structure in the Appalachian coal producing regions; in the "Commercial Coal Rate Case," covering shipments to the Valley furnace districts, and in the "Lake Cargo Coal Case," covering shipments of lake cargo coal.

Exhaustive hearings in these cases had been held before examiners of the Interstate Commerce Commission and also before the Pennsylvania Public Service Commission on the protest of the Central Pennsylvania bituminous operators on the voluntary removal by the Pennsylvania railroad of the differentials against Connellsville region coal to eastern points.

The examiners before whom the hearing in the "Commercial Coal Case" were held recommended that the rate from the Connellsville region to the Valleys and Cleveland not exceed six cents over the Pittsburgh rate and be made same as the Pittsburgh rate to points west of Cleveland. When the decision of the Interstate Commerce Commission was handed down late in July these recommendations were approved with the exception that the differential to the Valleys be made eight cents instead of six. This was a reduction of seven cents from the former differential of 15 cents to these points.

In the "Lake Cargo Case," decided a week later, six cents was fixed as the differential against the Connellsville region, and in favor of the Pittsburgh, Westmoreland and Greensburg districts, which was one cent per ton more than the examiners had recommended. The former differential had been 12 cents.

On July 1 the Pittsburgh and Lake Erie Railroad company, in conjunction with the Western Maryland Railway company, filed tariffs establishing the same rates eastbound from the Connellsville region as from the Westmoreland district. The Baltimore & Ohio Railroad company, and also the Pennsylvania Railroad company, had previously taken similar action.

Thus the year witnessed the removal of all differentials against the Connellsville region eastbound and westbound to points west of Cleveland and material reductions in the differentials to the Valleys and Cleveland on both commercial and lake cargo coal, thereby accomplishing practically everything the Connellsville Coal Tariff Association had set out to do.

Coal Land Deals.

There was greater activity in the sale and purchase of coal lands during the year than had prevailed for a number of years preceding. While a few of the transactions were for investment the bulk of the purchases were made by individuals or corporations with a view to early development.

The largest sale made of Greene county coal was that of the Tuller tract on Muddy creek, in Cumberland township, made by the trustees in bankruptcy of J. C. Work. The purchasers were Willis McCook and Emil Winter of Pittsburgh, a cash consideration of \$103,305.25 being paid.

The Buckeye Coal company bought several tracts as additions to its original holdings in Cumberland township, Greene county, at a price understood to have been \$515 per acre. Joseph G. Butler, Jr., of Youngstown, O., purchased a 203-acre Thompson tract in the same locality from the receivers at private sale, the price being \$500 per acre. Subsequently the sale was approved by Judge Van Swearingen.

What is believed to be the highest price yet realized for Greene county coal, or at least the highest price paid during the year, was on the purchase of 72 acres in Monongahela township by W. Harry Brown, already a large owner in that township. The consideration is understood to have been \$800 per acre. Judge S. L. Westrehat of the State Supreme Court was the seller.

George Whaley, H. E. Imbel and W. C. McKean, of Uniontown; John C. Cleff, of Pittsburgh; and J. R. Nutt, of Cleveland, bought 132 acres in Franklin township, Greene county, adjoining coal owned by the H. C. Frick Coke company, at \$250 per acre.

A tract of 404 acres in Somerset township, Washington county, owned largely by Fayette county parties, was sold to H. K. Knopf, of Pittsburgh, at \$500 per acre.

The transaction involving both the largest acreage and the largest consideration of any deal in Fayette county coal lands during the year, was the sale by the Sherrick interests of Connellsville and elsewhere of 375 acres in Springfield township between Frog town and the Cheat river opposite Point Marion. The purchaser was the American Manganese Manufacturing company of Dunbar which will operate the tract as a source of supply for the Semet-Solway by-product coke plant at Dunbar. The consideration was \$323,125.

The transaction involving the next largest consideration was the purchase for \$100,000 of 70 acres of coking coal near Smithfield from Will L. Stewart. The buyer was the Georges Creek Coal company of Connellsville which later acquired the property of the Smithfield Coal & Coke company, including the Burdick plant of 34 ovens and 15 acres of coal near Orop station on the Fairmont branch of the Baltimore & Ohio railroad.

A sale of importance was that made by R. M. Fry, of Uniontown, of 83 acres of coking coal in Nicholson township to the Consolidated Coke company for \$30,000 cash, the purchaser assuming a mortgage of \$50,000 on the property.

George P. Hoover bought 50 acres of the Sowickly vein from Mrs. George Krepps in Luzerne township for about \$10,000.

During the year the Onondia Coal Mining company was incorporated by parties associated with Tammal Lee & company of Philadelphia to take over and enlarge the property of the Indian Creek Coal & Mining company at Indian Head. Another deal having to do with increased activity in the development of the mineral and other resources of the Indian Creek valley was the sale for \$40,000 of the Stauffer interests in the Indian Creek Valley Railroad company to D. B. Zimmerman and associates, among whom are the Mellons of Pittsburgh.

The transaction was followed by a re-organization of the board of directors, J. J. Dougherty and George W. Campbell, of Connellsville, and J. R. Cray, of Uniontown, becoming directors. Plans are maturing for enlargement of development of the 20,000 acres of coal in the valley owned by Zimmerman and the Mellons which is said to include the construction of a large by-product coking plant by the H. Koppers company.

Several coal deals were made in the vicinity of Ohioville, among others being the purchase by E. S. Jackson of 765 acres comprising the B. B. Cousin estate. A number of small mines were opened in this vicinity and at points farther east.

A deal in which Connellsville parties were large factors was the purchase for \$500,000 of the Calvin mine of the Essex Coal company near Pomfroy, O. The Pittsford Coal company was a newly created corporation of Connellsville which bought the Whitlock-Leas tract of coal in Grant district, Monongalia county, W. Va., with a view to immediate development.

W. E. Rice and James Gwynn, of Connellsville, bought the Larmer farm of 220 acres in Perry township, Fayette county and Redwater township, Westmoreland county, for \$40,000 and began the development of its coal deposits.

The W. A. Stone Fuel company, of Madsville, W. Va., sold its operating mine and 225 acres of coal at that place to Clarksburg and Fairmont parties for \$225,000.

The Reilly-Peabody Fuel company, owners of the American coking plants in the Lower Connellsville region, enlarged the scope of their operations during the year by acquiring an interest in a 1,400 acre tract of coal near Connoquahing, Md., and by organizing the American Gas Coal company with a capital of \$200,000 to develop a part of the Davis-Elkins coal in Monongalia county, W. Va.

There were numerous small sales in all parts of the coke region and on its borders. Considerable activity prevailed in optioning Greene county coal but the complications in the Thompson case and the government fixing the price of coal prevented any large deals being consummated.

New Coal Companies.

The feverish activity which prevailed in the coal trade, especially during the latter half of the year, brought into existence a surprisingly large number of new corporations authorized to produce and market coal and coke. For most part these were organized with capital stocks of \$5,000 or \$10,000, although in a number of instances the capitalization was made much larger. The larger number of the enterprises were organized to develop comparatively small tracts of coal, many as "team track" propositions, in different parts of the region and adjoining territory. Among others the following were incorporated by men of Connellsville:

company, Georges Creek Coal company, Rush Coal company, Federal Fuel company, Vanderbilt Coal & Coke company, Progressive Coal company, W. A. O'Brien Coal company, Suterhill Coal company, Morris-Connellsville Coal company, Broadford Coal company and Stewart Coal company.

The Greymont Coal company was organized by Connellsville parties with a capital stock of \$100,000 to develop a large tract of coal near Philadelphia, W. Va.

Unlabeled parties were no less active in the organization of new coal mining enterprises, the following being some of the new incorporations of the year in which men of that city are interested:

Olyphant Coal & Coke company, Pennsylvania Fuel company, Fayette Coal company, Tunnel Coal & Coke company, Lyons Coal company, Melrose Coal & Mining company, Hilltop Coal & Coke company, Universal Coal & Coke company, Hilltop Coal & Coke company, Brownfield Coal & Coke company, Alberta Coal company, Nutt Coal & Coke company, Cuffman Coal & Coke company, Playford Coal company, Previns Coal company, McNutt Coal & Coke company, Marsh Coal & Coke company.

The Millsboro Coal & Coke company was organized by Fayette City parties; the Wilson Brothers Coal company at Fairchance; the Hercules Coal & Coke company at Masontown; together with many others at different points in the county.

Activity in Greene County.

Definite steps were taken during the year to provide means for the development of the interior coal field of Greene county. The rivalry between the Wheeling & Eastern railroad company, organized by steel and iron interests in Wheeling and the Ohio Valley to construct a railroad to the Connellsville coke region, and the Wheeling Coal Road, organized by Pennsylvania railroad interests ostensibly for the same purpose, apparently subsided after the former had priority of location and certain property rights along Wheeling creek in West Virginia confirmed by court decisions.

Later the Pennsylvania, Baltimore & Ohio and Lake Erie interests joined in the formation of a corporation to construct an extension of the Pennsylvania's lines from Millsboro to Waynesburg, with a branch line running along to Marietta, Washington county, as a joint enterprise. Rights of way were secured, a contract let and the work of construction has been prosecuted vigorously for a number of months.

Meanwhile the Baltimore & Ohio Railroad company has been making extensive surveys farther in the interior of the county, the object of which has not been made public. The Blacksville & Western Railroad company, it is announced, will make an extension of its lines to Brava, Greene county, and possible to a greater distance, as part of a plan to provide railroad facilities for the southern central portion of the county.

While the railroad plans were developing the Buckeye Coal company, a subsidiary of the Youngstown Sheet & Tube company, acquired larger coal holdings in Cumberland township and let a general contract for the construction of a mining plant, including shaft, buildings and equipment, at a point along the Monongahela river. Raw coal only will be produced at this plant which it is planned to ship by barge to East Liverpool, O., thence re-ship by rail to the by-product coking plant at Youngstown.

The Poland Coke company completed a river loading plant on the Monongahela river at the mouth of Dunbar creek.

The work of erecting a modern river steel coal loading plant at the Alicia mine No. 2 of W. Harry Brown, near Gray's Landing, has been in progress the greater part of the year, shipments of coal having been made from a temporary trestle for over a year. Additional acreage, both of coal and surface, has been acquired, including the old Gray homestead and distillery site, where a company store miners' dwellings and other buildings will be erected.

During the year the Dilworth mine was remodeled and placed in first-class operating shape by the H. C. Frick Coke company, and shipments of raw coal began.

Numerous small coal operations have been started and several brought to a production stage along the Monongahela river in both the sixth and seventh pools.

Thompson Developments.

There were a number of important developments in relation to the attempts being made to bring about a settlement of J. V. Thompson's affairs. The first came early in the year when John H. Strawn, receiver of the First National Bank of Uniontown, the fiduciary title to Trust company, as guardian of the children of the late W. A. Hogg, and Elizabeth T. Krenner, as simple contract creditors of Thompson, filed objections to the sale of Greene county coal land to the H. C. Frick Coke company, alleging the court of Fayette county had no authority to appoint receivers.

Considerable consternation was created among those who have been laboring to conserve the Thompson estate and maintain coal land values generally when the Supreme Court of Pennsylvania handed down a decision declaring the appointment of receivers by the Fayette county court to be invalid and directing their dismissal. The situation was promptly met by the Creditors' Committee which took possession of the assets of the estate in order to stay the issuance of judgments and levy upon the properties and to prevent the dissipation of the estate by the creditors.

Sometime previous the Hill interests of the Great Northern railroad had offered to pay \$5,000,000 cash for the claims of the unsecured creditors, amounting to approximately \$13,000,000. This proposition was objected to on the ground that it would yield a very small percentage to the creditors and with a view to preventing the consummation of the transaction Jasper

Augustine and William Seagriff issued a call for the public meeting of the creditors in Uniontown. This accomplished nothing more definite than four and one-half hours or more of less acrimonious discussion of the situation, a motion to declare the proposed sale invalid to the interests of the creditors being declared out of order, only 256 out of 1,800 creditors being present at the meeting.

Kaipa J. Young, of St. Paul, to whom an option had been given on the Thompson properties in the Hill deal, served notice of acceptance on the Creditors' Committee. For the purpose of clearing title in the pending deal Thompson filed a petition in voluntary bankruptcy in the United States District Court in Pittsburgh on August 20. Later a number of hearings were held before J. G. Carroll, referee in bankruptcy for Fayette county, at which Attorney Dumbauld and Tuit who had carried the receivership case to the supreme court and had represented the objecting creditors in almost all proceedings, were present and submitted Mr. Thompson to a rigid examination on matters contained in his schedule of assets and liabilities filed with his petition to be declared a bankrupt.

AVERAGE VALUE \$6.25 PER NET TON

Continued from Page One.

licated regulations were issued as to by-product coke in New England. December 31 announcement was made that there would be no revision of coke prices at that time, and requiring that no producer or vendor of coke "ask, demand or receive" higher prices than those set, except upon contracts prior to September 24, 1917.

Average Prices.

Average prices of spot coke at Connellsville ovens have been as follows:

Year	1912	1913	1914	1915	1916	1917
Jan.	1.88	2.05	1.98	1.55	3.14	8.44
Feb.	1.84	2.50	1.90	1.55	3.14	10.57
Mar.	2.04	2.47	1.92	1.53	3.45	9.58
Apr.	2.63	2.20	1.90	1.55	2.45	8.06
May	2.37	2.15	1.53	1.58	2.54	8.46
June	2.34	2.50	1.75	1.67	2.55	12.22
July	2.25	2.50	1.74	1.64	2.75	13.42
Aug.	2.42	2.37	1.70	1.66	2.94	11.85
Sept.	3.45	2.10	1.65	2.18	5.69	6.06
Oct.	3.35	1.58	1.50	2.55	8.91	5.00
Nov.	4.00	1.70	1.60	2.85	5.90	6.90

SPOT FOUNDRY COKE.

Year	1912	1913	1914	1915	1916	1917
Jan.	2.10	4.35	2.48	2.10	3.90	10.95
Feb.	2.16	3.10	2.47	2.15	4.00	12.16
Mar.	2.50	3.15	2.46	2.13	3.85	11.50
Apr.	2.75	2.43	2.32	2.15	3.75	10.32
May	2.65	2.00	2.40	2.15	3.56	9.90
June	2.49	2.60	2.40	2.20	3.85	11.70
July	2.50	2.90	2.30	2.25	3.50	12.42
Aug.	2.45	2.90	2.30	2.25	3.35	10.45
Sept.	2.85	2.50	2.25	2.43	3.45	12.55
Oct.	3.75	2.75	2.30	2.62	3.35	7.00
Nov.	4.20	2.65	2.10	1.90	3.16	7.06
Dec.	4.50	2.50	2.05	2.50	3.66	7.06
Year	2.90	3.03	2.32	2.42	3.78	10.61

Averaging the various transactions that occurred in coke, for spot shipment and on contracts for various periods, at the widely different prices briefly summarized above, including the quantity of foundry coke delivered during the year, The Courier sets the average realized value of all the coke involved at \$6.25. This average is a curious one, seeing that it is made up of coke priced all the way from \$2.75 to \$16.00, and it is interesting also to note that it varies by only a negligible amount from the government price. The average for the first half of 1918 will be higher, for there will probably be no coke delivered at less than \$6.00 while the contract coke, closed before September 24, 1917, will probably average about \$8.35 making the average of the total tonnage well above \$6.00.

superintendent at Trotter is also given charge of Adelaide, formerly under Superintendent Beerbower. E. W. Lyon, superintendent of water purification at Calumet, succeeds Beerbower at Davidson.

It is estimated that 40 per cent of the surgeons of the H. C. Frick Coke company have entered the military service.

W. C. Hood, superintendent at Colonial Nos. 3 and 4, Maxwell and Dilworth plants of the H. C. Frick Coke company, is made assistant general superintendent. W. C. Shattis, division engineer of the north end, succeeds Hood.

The new explosives law, regulating the sale and use of explosives in the industries comes into effect. Clerk of Court, Davis is made the Licensing agent for Fayette county, with subagents in various sections.

The Coke Committee of the Committee on Coal Production of the Council of National Defense was organized with Roy A. Rainey, chairman; Scott Stewart, secretary. The other members are Charles E. Lenhart, W. H. Clingerman and John M. Jamison representing the beeive producers and E. L. Pierce, C. J. Ramsburg, J. D. Forrest and D. C. Caldwell representing the by-product producers.

Aside from the acquisition by E. W. Mudge & Company of the property of the Baltimore Coal & Coke company, including the Bunker plant of 238 horizontal type ovens, and the purchase by the Westmoreland-Fayette Coke company of the Ada Coal & Coke company's plant at Cheat Haven, there were no changes in ownership of plants in the region. The interests owning and operating the American Nos. 1 and 2 plants organized the Reilly-Peabody Fuel company, taking over these properties.

Two new by-product coking plants were placed in operation during the year. The Seaboard By-Products company completed 110 Koppers ovens at Jersey City, and the Briar Hill Steel company fired up 84 ovens at its Youngstown plant. Coal for this operation is being shipped from the plant of the Briar Hill Coke company, beeive coking operations at the latter having been suspended. The first unit of 640 ovens at the plant being erected by the Clairton Coke company at Clairton has been progressing slowly. It is expected that they will not be ready for operation before April 1, possibly later.

Except the commitment of four men in the shaft of the Hecla Coal & Coke company at Isabella, as the result of a gas explosion, the region was free from accidents other than occasional ones due to falls of slate or other common causes of individual fatalities.

The commencement of development work on a 1,600 acre section of Thaw coal near Pleasant Unity by the Jamison Coal & Coke company marked the only new undertaking of any magnitude in the region proper. The Hecla Coal & Coke company's improvement embraced a number of new houses and a river loading trestle.

The Connellsville Coal Tariff Association widened its scope so that it could cooperate with the government in the successful prosecution of the war and generally to promote the interests and welfare of the owners and operators of mines and coke works in the Connellsville region, and to obtain just and equitable freight rates on coal and coke. Scott Stewart, general manager of the W. J. Rainey interests, was made chairman vice Richard Peters, Jr., and Julian Kennedy a member of the executive committee to succeed John E. Perry.

A. H. Kell of Connellsville, receives an order for 10,000 tons of coke breeze which he will ship from yards of Edward Coal & Coke company at Star Junction.